

RECOLLECTIONS OF BYTOWN

SOME INCIDENTS IN THE
HISTORY OF OTTAWA

BY
R. W. SCOTT, KT.

OTTAWA:
THE MORTIMER PRESS.

1911

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Queen's University at Kingston

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With the Compliments of

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Some incidents in the history of
Ottawa that have had an influence on
its growth and prosperity, in which the
writer bore a part. x x x

Bytown and Prescott Railway

The denizens had long recognized that the isolation of Bytown was a serious disadvantage. In winter it was almost entirely shut off from all other parts of the Province, being united only with Prescott by a stage line, making one trip a day.

In 1850 the railway mileage in Canada was very limited; the first railway to be constructed was a line from Laprairie to St. John's, in the Province of Quebec, over which the writer took a trip in the early forties of the last century. Among the other lines completed at an early period, were The Great Western, and The Montreal and Lachine Railways.

Walking over the hill then separating upper and lower town, in the early part of the year 1850, the writer met the late Edward McGillivray, and a conversation arose on the necessity for an outlet by rail to connect the town with the contemplated trunk line which was to unite Montreal and Toronto. Mr. McGillivray suggested that the writer should take the necessary steps towards obtaining a charter. The suggestion was acted upon and a petition prepared asking for an Act incorporating a company to construct a railway between Bytown and Prescott.

The petition was signed by the following residents:—

Nicholas Sparks,	Joseph Aumond,
Wm. H. Thompson,	Thos. Corcoran.
George Patterson,	John Forgie,
Agar Yielding,	Robt. Lees,
Wm. Tormey,	John McKinnon,
George Byron Lyon,	Chas. Sparrow,
James Brough,	Peter A. Egleson,
Donald McArthur,	Workman & Griffin,
George H. Baker,	John Wade,
John L. Campbell,	Joseph B. Turgeon,
Richard Stetham,	John Scott,
Lyman Perkins,	Ed. McGillivray,
Peter R. Riel,	Andrew Main,
John Durie,	Aug. Keefer,
Richard W. Scott,	Ed. Masse,
John Bédard,	George R. Johnston,

Seven additional names were those of residents of Prescott.

The writer has been for many years the only one of the 40 incorporators now living. And but very few of the present residents in Ottawa will even remember the names of former townsmen who, in their day were, important factors in the growth of the town.

Centre Town was then an unoccupied hill side, sloping from The Barracks, on the site of the Parliament Buildings, to the By property—the Officers' Quarters were in the locality of the north end of the Western Departmental Block.

Neither Wellington, nor the streets south of it, between Elgin and Bank, had been laid out. Sussex was the business thoroughfare, and lots on it and the western ends of Rideau, George, and parallel streets, as far north as St. Patrick Street, commanded the best values. Wellington west of Bank, to Bay Street, was fairly well built up. The Le Breton Flats, extending north-westerly from Pooley's Bridge (in the vicinity of the Water Works building) contained a number of scattered houses.

While the limits of the town covered a large area, lots were not readily saleable; money was scarce, and the rate of interest high, 10 and 12 per cent. being readily obtainable on good

security. The large areas of vacant spaces were owned by a few proprietors. The Imperial Ordnance Department owned the area north of Rideau and Wellington Streets to Bank, except the few lots in Letter O facing the Ottawa River. The Ordnance lots were usually granted by long leases. Mr. Sparks had at the time, sold comparatively few lots south of Wellington Street, while he had disposed of nearly all his land east of the Canal Basin. Mr. L. T. Besserer was the adjoining owner on the east, his land extending from the vicinity of Nicholas Street to the Rideau River, lying between Rideau Street, and Laurier Avenue E. The By Estate owned the 600 acres (less the Canal Reserve) south of the Besserer and Sparks properties. The heirs of Capt. Le Breton were the owners of the Flats, north-west of Pooley's Bridge.

As an illustration of the low values placed on properties at that date, the writer had an execution for the Bank of Upper Canada against Mr. Besserer for £2,800. The Sandy Hill property was seized and held for some time, in the hope of obtaining a purchaser. Mr. Andrew Main, then a successful merchant on Sussex Street, was the only person the writer could find prepared to make a bid for the property; but even he withdrew his first offer unless certain small leaseholds were included. A plan having been prepared showing on it streets and lots, the property on the sub-division plan, was sold by the sheriff. The average price realized for each lot (with a few exceptions) was \$20—the list of lots was so long that the full amount of the execution was realized, leaving Mr. Besserer a few lots on Laurier Avenue.

In view of the foregoing facts and of the sparse population depending on only one industry, and that not a continuously steady one, and of the very few townsmen who could be classed as well off, it was a bold move, if not a rash one, to undertake the building of the railway; but the project having been once launched, it was courageously entered upon.

The Charter was obtained in the following month of August, and a meeting of the promoters was shortly after held in the Town Hall, then over the Lower Town Market. Robert Bell was appointed Secretary of the meeting, and from that position naturally drifted into becoming Secretary of the

Company; and being a man of great energy and force of character the burden of carrying on the enterprise under many weighty and adverse conditions chiefly devolved on him. Mr. John McKinnon was chosen President, and Walter Shanly appointed Engineer. The Town, having then a population of about seven thousand, subscribed for fifteen thousand pounds of the stock, and the few men then in the community with money to spare aided liberally in the subscription for shares; but the great body of the ratepayers were not financially able to add much to the capital of the Company. Prescott and Kemptville each added its quota; but the total sum subscribed fell far short of the amount required to make even reasonable progress in the construction of the fifty-two miles of railway. An effort was made to enlist the County in the enterprise, and an open air meeting of the farmers was held at Bell's Corners and an offer was made to deflect the line to a more westerly route; but the proposition failed to attract, and on a division the County refused by a large majority to give any financial assistance. As the Honourable Thomas McKay, and his son-in-law Mr. McKinnon, were taking a warm interest in the project, in deference to their wishes, the line was located passing through New Edinburgh. Mr. Bell's ambition to make progress in the undertaking prompted him to give out contracts without considering how the work was to be paid for; the result being a series of crises, only to be relieved by inducing a friend to endorse a note, Mr. Bell having exhausted his own credit at an early stage of the proceedings. As an illustration it may be mentioned that the writer (feeling a deep interest in the success of the road) at different times indorsed Mr. Bell's or the Company's paper for much larger sums than was prudent, and possibly on one occasion in connection with the purchase of the rolling stock which had been bought at Wilmington, Delaware, from Harlan and Hollingsworth, he was compelled in order to save himself from possible ruin, to place a lien on it before being brought into Canada. At another time when a passenger locomotive had been seized, the writer bought it at Sheriff's sale and leased it to the Company until such time as it could be redeemed. No doubt other friends of the road had similar experiences. Those incidents are mentioned as illus-

trating the difficulties that had to be surmounted in building a railway in those early days.

The writer having been elected a member of the Town Council in 1851, Mayor in 1852, and nominated for the Legislative Assembly in 1854, it seemed fitting that one who had been so honored by his fellow-townsmen, should take more than an ordinary interest in aiding an enterprise, the success of which was so important at that time; for even in 1854 the writer was looking forward to Ottawa's chances of becoming the Capital and without the railway the hope was only a dream.

The first substantial relief obtained was when the City borrowed \$200,000 from the Municipal Loan Fund and loaned it to the Company, taking as security a second mortgage on the railway (the first mortgage having been given for the rails). Though that loan was obtained in 1853, it was not until the month of April, 1855, that the first train crossed the bridge over the Rideau River to the station at Sussex Street. It was hoped that on the completion of the line its earning powers would enable it to repay the many pressing claims against it; but the traffic was not equal to anticipation and to preserve priorities the Court named a receiver. As time went on the financial tangle in which the enterprise was involved only became worse, and it was evident there was but one solution and that was by a sale of the road. To accomplish that object an Act was passed in the year 1865 authorizing a sale, under the first mortgage bonds, which were held by the Ebbevale Company, that had supplied the rails, and Mr. Thomas Reynolds, their agent, became the purchaser at the sale. The effect was to relieve the Company from all liens and claims of other creditors, Ottawa being one of them for the \$200,000 advanced as a loan. The burden of that loan was found to be too heavy for the comparatively limited number of rate-payers to bear, and the City defaulted. As some other municipalities also failed to pay the interest and sinking funds on their loans from the fund, there was a political pull to gain time. In order to enforce collections, by 20 Victoria, Cap. 20, the Governor-in-Council was authorized to issue a warrant to the Sheriff directing what rate that officer should levy, "providing that such rate should not be less than 12½ cents on the

dollar of the yearly value of the assessed property of such municipality." In the thirteen years before Confederation, Ottawa had paid \$74,857 on account of the loan, and yet the debt of the City seemed to be increasing by leaps and bounds. In the four years after Confederation the Government of Ontario had exacted payments to the amount of \$92,221, being over \$23,000 a year. If the writer's memory is not at fault, in at least one of the years antecedent to the formation of the Mowat Cabinet, the rate for Ottawa was levied by the Sheriff. By a return laid before the Legislature of Ontario, dated 1st January 1871, the account then stood as follows:—

Ottawa Loan.	\$200,000.00
Amount of Accured Interest.	222,990.57
	<hr/>
	\$422,990.57
Amount of Interest Paid.	167,336.31
	<hr/>
Balance due January 1st, 1871.	\$255,654.26

Towards the end of that year there were many reasons why in the opinion of the writer the Ontario Cabinet was no longer worthy of support. It was among other things too exacting and narrow in its policy; with a full treasury its chief ambition seemed to be adding to the accumulated funds. Through the instrumentality of a number of leading members of the Legislative Assembly, of whom the writer was one, a change of Government was brought about, and the writer was invited by Mr. Blake, who had been called in to form a Cabinet, to accept the Office of Commissioner of Crown Lands, being at that time the most important Portfolio, after the Premiership, in the Cabinet. An Act having been passed disqualifying a member from holding a seat in both the Federal and Provincial Legislatures, Mr. Blake and Mr. McKenzie resigned from the Local House before the expiration of a year, and though the suggestion was made that the writer should assume the leadership, his better judgment declined to entertain for a moment the proposition. It was then decided by the four remaining members of the Cabinet to look outside for the Premier, and Mr., afterwards Sir, Oliver Mowat, then on the Chancery Bench, was invited to

accept the position. One of the first subjects the new Government undertook to deal with was the making of reasonable settlements with the defaulting municipalities for loans for advances to railways. Ottawa's indebtedness at that time was considerably more than a *quarter of a million dollars*. Under the Statute passed by the then recently formed Cabinet, Ottawa received a discharge of that large sum by the payment as a compromise of \$36,524. It is a gratifying reminiscence of the public life of the writer that in the year 1850 he had a share in the initial movement which gave to Ottawa its first railway connection with the outside parts of Canada (without which it would not have become the seat of Government) and that 23 years after, the Government of which he was a member, inaugurated a policy that, without unduly favoring one defaulting municipality more than another, resulted in the cancellation of Ottawa's large debt of over a quarter of a million of dollars by payment of the comparatively small sum previously named, thus relieving the ratepayers from an incubus that had pressed heavily on them for so many years.

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Canada Central

The next railway in the construction of which the writer took an active interest was one that gave Ottawa a western connection, uniting the City with Carleton Place, and ultimately with the Upper Ottawa and Pembroke.

Its history from start to finish was free from those financial embarrassments that attended the building of the B. & P. railway. Neither Ottawa nor any of its citizens contributed a dollar to the enterprise, nor evinced the smallest interest in its construction, though the western connection proved to be most beneficial at the time. On the day the writer turned the first sod on the rising ground, a short distance west of the present McKellar farm on the Richmond Road, for a railway line to connect with the Brockville and Ottawa Railway, not half a dozen persons attended at the ceremony. The circumstances that led up to the undertaking were briefly as follows: The promoters of the Brockville and Ottawa Railway had encountered similar financial difficulties to those met with in the building of the Bytown and Prescott line, and in the year 1868 the Company became hopelessly insolvent: the only solution for its difficulties which would permit of its continuing existence was a cutting down of its capital and also of its liabilities. Though the municipalities that had liberally contributed to the enterprise had received incidental advantages by its construction, the English bondholders who had supplied the rails had not benefitted. Being then a member of the Provincial Legislature, the writer was asked by the representative in Canada, of Balchow & Vaughan, holders of the first Mortgage Bonds, to take charge of a Bill rearranging the financial status of the creditors, the effect of which was to reduce the old stock from a dollar to ten cents. The ordinary Bonds held by the preference Bond Holders were to be converted into new paid up stock at 50 cents in the dollar, and bonds held by other parties into stock at 25 cents in the dollar. As that drastic

legislation seemed the only escape from bankruptcy it was adopted by the House, the English firm agreeing in view of that settlement to make further advances. Its success gave the writer a friendly standing with Mr. Richardson who represented the first Mortgage Bond Holders. The writer availed himself of the opportunity to point out to Mr. Richardson and to his successor Mr. Harry Abbott, that the connection of the B. & O. line with the City of Ottawa would materially increase the value of the road and to recommend the construction of the link. The advice was accepted, and fortunately a charter was already available. In 1854, a charter had been obtained for a line from Quebec to Lake Huron, with a Land Grant attached, and in the session of 1861 the late W. F. Powell, then representing Carleton, conceived the idea of diverting the location of the original line and forming an independent link between Ottawa and Carleton Place. He succeeded in carrying the Bill through Parliament, the writer, then representing the City, being associated with him in its advocacy, and both being on the Board of Directors. It was found impossible to float either the larger project from Quebec to Lake Huron, or the shorter link Ottawa to Carleton Place, before Confederation. And though the Land Grant was assumed to have lapsed in 1867, when the public domain passed to the jurisdiction of the Provinces, Mr. Powell had faith in the value of the franchise and he kept the charter alive till the opportune time had arrived for construction of the line, though he had years before retired from public life. The charter of the Canada Central having been secured through Mr. Powell's intervention, the writer then received authority to employ a surveyor, mark out a line and purchase right of way. He engaged George F. Austin, and in company with him spent many months examining the intervening country between Ottawa and Carleton Place, and purchasing right of way and extra lands for stations. The present location was the result. Mr. Starke was selected as the Engineer and the line was then constructed. All the moneys required were promptly furnished presumably by Balchow and Vaughan. As what is now the Union Station seemed then inconveniently distant from the centre of the City, the writer was authorized to locate a passenger station in a more central

place and a line was selected which would have brought a track to the vicinity of Cartier Square; but the City Council refused to consider the proposal as it involved the use of part of a street then known as "Biddy Street." The Brockville and Ottawa railway had at that time reached a point some distance northwest of Carleton Place, and a year or two later was extended to the Ottawa River at Sand Point. Later on, McIntyre & Worthington undertook the construction of the line to Pembroke, passing through the Town of Renfrew. Before its completion however, the contractors dissolved partnership, and Mr. Duncan McIntyre sometime after made an offer to Balchow and Vaughan for the purchase of the B. & O., including the Canada Central. The offer was accepted and Mr. McIntyre continued the building of the extension from Sand Point towards Pembroke, with that place as the objective point.

In the month of November, 1873, the writer resigned his position as a member of the Government of Ontario and accepted office in the Federal Cabinet, and in the following year (1874) an Act was passed by the Federal Parliament which, while confirming a certain Agreement made between the Brockville and Ottawa, the Canada Central, and the Municipalities interested, facilitated the extension of the railway to Pembroke. In the year 1878, the Montreal Northern Colonization Railway, built and owned by the Province of Quebec, had reached Hull, and when Sir Henry Joly became Premier in that year the writer urged on him the importance of a bridge connecting with the Canada Central; the result was the construction of the present railway bridge above the Chaudière. Two years later (1881) the Canadian Pacific Railway obtained its charter, and finding a railway nearly completed from Montreal to Pembroke acquired it and thus placed Ottawa on the main line of the Transcontinental Railway, without the City having apparently taken the smallest interest in the circumstances that lead up to that beneficial result..

The Birth of the Ottawa and Georgian Bay Canal.

It is now nearly sixty years since the project first took form and shape, though it had been the regular route from Montreal to the North-West for over two centuries.

It is close on 100 years since the father of the writer passed up the Ottawa River, and through the waterways in a canoe, and over the portages, on his way to a trading-post west of Hudson's Bay. As it had for centuries been recognized as the shortest passage from tide water to Lake Superior, it is not surprising that the pioneers in the Ottawa timber trade should have been filled with the ambition to see the intervening obstructions to continuous navigation removed.

With that object in view it was decided about the year 1851 or 1852, to invite the members of the Government of that day to a banquet, when an opportunity would be afforded for a full discussion of the subject.

The inauguration of the enterprise was accordingly launched at a dinner held under canvas, in the vicinity of Woods' Hotel, a short distance west of the Uppertown Market Place. The chief credit for the movement may fairly be awarded to Mr. John Egan, then M.P. for the County of Ottawa, embracing also Pontiac—a generous open-hearted man, always ready to support any move that would bring the Ottawa District into public notice. If the writer's memory is not at fault, the members of the Cabinet who accepted the invitation were:—Sir Francis Hincks, Minister of Finance; Hon. Louis T. Drummond, Attorney General for Lower Canada; and the Hon. John Young, then Minister of Public Works, and a pioneer in the advocacy of the St. Lawrence Route, and of such harbor improvements as would make Montreal an attractive sea-port.

When readers are reminded that the guests named formed part of the first Taché Administration, and were the immediate successors of the Baldwin-Lafontaine Government, it will not be surprising that the event has long since been forgotten.

It is probably quite unknown to the present generation, and now only forms an incident in the history of Canada.

The result of the banquet was an item in the estimates in the session of 1853 for \$50,000 towards the removal of the obstruction between the Chaudière and Chats Lake; and following the vote, a contract was given to Mr. A. P. McDonald for the construction of a canal between the points indicated.

The excavation of the rock formation along the site of the canal proved to be more difficult than the contractor had estimated, and after carrying on construction for some years, he asked to be relieved from his contract, giving as a reason that the blasting powder in use at the time failed to give satisfactory results. In proof of this fact, McDonald submitted specimens of the rock, to the members when in session at Toronto in the year 1858 or 1859.

Had the powerful explosives in use to-day, been available sixty years ago, Mr. McDonald would no doubt have completed his contract, and one section of the canal would have been in operation.

The enlargement of the Welland and St. Lawrence canals, naturally postponed the construction of the Ottawa and Georgian Bay Canal for the last fifty years; and now when elaborate surveys have been made, proving its feasibility, and establishing the important fact that water powers of immense value would be created, it is coolly proposed that there should be a further postponement, to enable the Government to undertake another enlargement of the Welland and St. Lawrence Canals. In the light of the past history of the two projects, the proposal does not seem reasonable or consistent with the policy that has now, for some years been publicly announced, that if the enterprise was shown to be feasible, and the water supply sufficient, the work would be undertaken without further delay. It is nearly 60 years since the writer took part in the inauguration of the projected canal, and yet a further postponement is now advocated by those who profess to be in favor of its ultimate construction—but how soon? Echo answers, "When there is no other public work in view, and the revenue justifies the expenditure." Let us hope that the echo will be silenced by a liberal vote in the supplementary estimates for 1911.

Among those citizens who in the last 30 years took an active interest in keeping the enterprise prominently before the public the part taken by Mr. McLeod Stewart should not be forgotten.



The Timber Trade.

In the year 1848, when the writer first made his permanent home in Bytown, it was the centre of but one important industry, the Square Timber Trade. By far the largest output over all Canada was from the Ottawa Valley, and with the exception of the Gilmours, Hamilton and Thompson, whose head offices were in Quebec, the local operators along the Ottawa River and its tributaries were mainly dependent on the Quebec shippers, who owned the timber coves in the vicinity of that city, for the necessary capital. The cash advances were usually obtained by drafts on the Quebec timber dealer. There were at that time five banks in the town—The Bank of Montreal, P. P. Harris, Manager; The Bank of British North America, Mr. Keilty, Agent; The Commercial Bank of Kingston; The Bank of Upper Canada, Thomas Leggatt, Agent; The Quebec Bank, H. V. Noel, Agent. Leggatt, Keilty, and Noel were the sole representatives in their respective agencies, having no clerical assistance. As illustrating the primitive conditions of banking at that time it may be mentioned that Noel's office was a small room in Lymann Perkins' Block, and as a safe had not been provided, every afternoon he carried his cash in a tin box to his home on Sparks Street,—and if report spoke true, kept it under his bed until the next day. Mr. Noel's popularity rapidly increased the business of the Bank, and soon premises better adapted for office work and clerical assistance were required. As the shipping merchants were doubtless interested in the parent Bank, a large proportion of the business incidental to the timber trade naturally drifted to the Quebec Bank, making the Bytown agency its most profitable branch.

Cycles of years of prosperity and depression followed each other more frequently in the square timber trade than in any other business, owing to the absence of any concerted action or policy on the part of the producers. At times agreements were entered into, each one undertaking to limit the cut to a fixed quantity; but the understanding was so frequently broken that

it proved a failure. After a prosperous year the output in the following season would be excessive, causing a glut in the market and hard times in Bytown for the next two years.

The absence of any well defined policy in issuing licenses was also one of the causes leading to over production. Under the regulations, any person could easily obtain a license by simply forwarding an application to the Crown Timber Office for a timber birth, accompanied by a surveyor's plan and the year's ground rent of one dollar per square mile. The consequence was that applicants, without capital or experience, secured timber licenses. Then to check speculators a regulation was made requiring license-holders to work their limits, or in default the ground rent doubled the first year, quadrupled the next, and kept increasing during the omission to work, though at the time there might be no market for the product. Then squatters were absolutely free to take up a location on any timber berth, causing the destruction by fire of vast areas of valuable pine. Another mistake was in surveyors laying down the numerous colonization roads, the Addington, Frontenac, Hastings, Opeongo, and others, on straight lines, irrespective of the fitness of the localities for settlement; in many cases passing through areas chiefly valuable for pine timber, inducing settlers to take up homesteads along the road where they remained for a year or two, burning up vast quantities of valuable pine, then moving to another similar location and repeating the destroying operation.

When the writer drew public attention, in the press, to the wasteful and useless system of settlement then prevailing, and to the wanton destruction of vast areas of pine lands not suitable for settlement, he was met with the popular cry that the homesteader was of more value than pinetrees, and it took time and convincing arguments to prove that pine lands were not as a rule, the most suitable for cultivation, before a change in policy was adopted, and then only after pointing to a particular instance, as an illustration, where a valuable pinery under lease to the Gilmours had been located by a body of settlers who remained in the locality for a few years, burning up the surrounding territory and then moving to another pinery, belonging to the same firm, and repeating similar destruction.

In a communication addressed by the writer to "The Toronto Globe," he pointed out the ruinous effects of the policy then in operation, of allowing squatters to locate on lands chiefly valuable for the pine, and not suitable for settlement; and by citing as an illustration the instance above referred to, he succeeded in winning over "The Globe" to his views, and in inducing that journal to advocate a more sensible policy than the one then prevailing. That was the first occasion on which public attention had been drawn to the importance of conserving one of our national assets. The timber policy theretofore followed in the two Canadas had been supine, paying little heed to the preservation of the forests. The practice said to have been followed in New Brunswick in its early days, was to sell by auction the right to cut timber for the coming season, in certain defined areas, and as a consequence, the holder of the year's permit, not being assured of the continuance of his interest, would naturally cut the best and most accessible trees, and without any regard to the preservation of the standing timber.

Had a more conservative policy in reference to the preservation of the pine lands of Ontario and Quebec been adopted at an earlier period of our history, it would have meant the inheritance of immense wealth for the present generation; but it was erroneously assumed that the forests were so vast that centuries would elapse before they could be thinned out. The largest quantities of square timber, red and white pine, were probably taken out between the years 1835 and 1865, and the number of operators who made money in those 30 years was comparatively small.

Take as an illustration, the pioneers on the upper Ottawa and its tributaries, John Egan, Joseph Aumond, Hon. James Skead, Robert Skead, Coll McDonnell and his brother, Alex. McDonnell of Sand Point, and many others. All died poor men, yet all held, at one time, valuable limits, which, in some cases, enriched the holders in a succeeding generation.

During those 30 years the markets were periodically overstocked, and when the change came, in the substitution of steel instead of wood in ship building, a crisis arrived that led

to many failures. It would have cheered the last days of the life of the first named of the above men, had he foreseen that his limits would not have been sacrificed, as many others had been, but would be held in trust, and judiciously worked in brighter days; thus paying off all creditors, and leaving a handsome margin for his estate.

At Confederation the lands and timber passed to the control of the Provinces, and license-holders became alarmed at the rumors prevailing, that there was to be a change in policy; the members of the Provincial Government, as a rule, having no practical acquaintance with the timber trade. As the license, on its face was only for a year, the presumption arose that the holder of the license had no continuing interest in it.

A report having arisen that the Ontario Government ambitious to have an overflowing treasury intended offering some existing licenses for sale, the writer was requested to take up the subject and remonstrate against so serious a proposal. Accompanied by a deputation of the trade, headed by Allan Gilmour the elder, they proceeded to Toronto and interviewed the Government, when after discussion their fears were for the time removed. A few years later, the writer became Commissioner of Crown Lands, and in his official report for 1872 he left on record for future guidance a statement of the policy prevailing from the year 1825 down to Confederation, showing that the practice of renewing licenses, not in default, had prevailed during that long period.

The writer may fairly claim that the land and timber policy adopted during his term of office, as Commissioner of Crown Lands, gave enduring strength and popularity to the Liberal administration, and that it materially contributed to the unusually long tenure of office it enjoyed of over thirty years.

The trade also requested the writer to take up the subject with the Government of Quebec. He did so, and submitted a series of suggestions which were adopted with very few modifications. The first read as follows: "All old and new licenses for limits or timber berths shall be renewable annually for a period extending to 30th April, 1889," the Government reserving its right of changing once during that period the tariff of dues for

cutting timber, but not however before 1878; (2), Uniform ground rent of \$2.00 for each square mile; (3), (4), (5), refer to transfers; (6), Grantees to hold limits and pay ground rent till 30th April 1889, but if total or partial loss by fire Commissioner may cancel in whole or part. These terms were approved by Order-in-Council, of 2nd October, 1868. The first of these terms which was then for the first time adopted, gave a largely increased value to limits as it fixed terms and rates for 21 years. At the end of that time the writer was again requested to take up the subject with the Quebec Government. His answer was, that the Department of Crown Lands and licenseholders had gained experience in the working of a long term and fixed rates, and if it had proved satisfactory to both parties there was no need for the writer to intervene. His conclusions were correct and licensees were privileged to renew till September 1st, 1900, at rates then fixed. As the policy the writer advised in Quebec of specified rates for fixed terms was found to work satisfactorily for over 30 years it must have had some merit. The depression in the lumber trade was greater in the seventies of the last century than in any other period of its history, owing to the stagnation of business and the high price of gold following the war in the United States. Seventy-five per cent. of the licenses were assigned to the banks as security for advances, and the Quebec Licenses were accepted with more confidence owing to the tenure and fixed rates up to 1889.

The Sawed Lumber Trade.

The writer's memory goes back to a time when the bank of the Ottawa River, lying between the bridge and the Chaudière Falls, was a grassy slope dotted over with evergreen trees, where he often reclined while admiring the rushing waters. The hydraulic lots had been surveyed and laid down at an early period and had been offered for sale at the upset price of £50 each, coupled of course with the condition that the power should be utilized by the erection of saw mills or factories; but there were no bidders as all the available capital was then invested in square timber and limits.

Coming of the American Colony.

In 1852 the writer had the honor of being elected Mayor, and during that year the town received a visit from Captain Harris, of Lake George, who then ran a steamer in those waters. The object of his coming was to examine into the prospect of locating saw mills in Bytown. He was given a public dinner at which the writer presided, and the Captain received assurances of good will if he and his friends decided to make the venture. The promise was given that if they were prepared to buy any of the hydraulic lots, accepting the conditions attached, that there would be no adverse bidding. When the time for action arrived, the Government was requested to offer the lots again by public auction. At the sale, Harris, Bronson & Co., and Pattee and Perley, made purchases of hydraulic lots at one shilling over the upset price of fifty pounds a lot, there being no adverse bids. Sometime after the sale, on the occasion of a visit of a Minister of the Crown, the writer pointed out the location of Harris, Bronson & Co.'s lots, and recommended that a sale of a number of building lots on the Island, in the vicinity of the mill site, be made to that firm at greatly reduced figures, which was carried out. It will be seen that the promises of good will were faithfully observed.

Horace Merrill was the official in charge of the improvements required to advantageously utilize the hydraulic powers, and it must be conceded that he gave substantial assistance in carrying out the necessary works.

The coming of the colony and the enterprise displayed in developing the ever expanding board trade, proved an important factor in the growth and prosperity of the city, particularly as soon after the establishment of that industry the square timber trade dwindled to nothing, following the substitution of steel for wood in the building of ships. Fortunately for Ottawa, when the pioneers who established the Chaudière Saw Mills retired, their holdings were taken up and enlarged

by one of its most enterprising citizens, in the person of Mr. J. R. Booth.

Though the late Mr. Eddy has not usually been recognized as one of the American colony, he began business in Hull in the early part of the fifties, and by his energy and business ability became the most important factor in the growth of that city. Commencing with the making of matches in a small frame shack with only hand machines and with a very limited capital, by attention and by marvellous perseverance under many adverse conditions, having been burnt out four or five times, he built up the present extensive industrial plant that of its kind is unequalled in Canada and forms one of the attractions that draw visitors to the Capital. As illustrating the depressing difficulties he had to combat in the beginning when applying for a match machine costing about \$1,200, on credit from a Montreal dealer, the latter, before filling the order, communicated with the writer as to his standing. It is needless to add that Mr. Eddy received the machine.

In June, 1871, the electors of the County of Ottawa marked their appreciation of Mr. Eddy's enterprising spirit by electing him a member of the Quebec Legislature by a majority of over 800. On that occasion the writer, being then an elector of the county, had the pleasure of nominating Mr. Eddy, the nomination being seconded by the Hon. R. L. Church.

Seat of Government.

As the writer's recollections of the incidents leading up to the selection of Ottawa as the Capital of Canada have already been published, it is not the purpose of the present paper to repeat them; but as many readers of the present paper may not have seen a copy of those reminiscences it may be interesting to briefly call attention to the more important events that materially assisted in securing the prize for this City. Of the five aspirants for the honor, Ottawa had the fewest supporters in Parliament, while Quebec, Montreal, Kingston, and Toronto had residents who were in the Cabinet. Sir John Macdonald represented and lived in Kingston; Cayley, Spence and Morrison, lived in Toronto; Alleyne and Belleau represented and lived in Quebec; Rose and Cartier in Montreal; but Ottawa had no friend in the Executive Government.

That the writer at an early period entertained a belief in the possibility of Ottawa's becoming the Capital is shown by the fact that in an address to the electors issued by him as far back as the year 1854, the following paragraph appeared:—

"It is scarcely necessary to add that I am opposed to the present migratory system of holding Parliament alternately in Quebec and Toronto, and will earnestly advocate the eligibility of our own town to be the capital of United Canada."

As Ottawa had no friend at Court obviously the first move in the game was to secure one. Fortunately, in 1856, the opportunity presented itself. In that year Hon. Philip Van Koughnet, a leading counsel in Toronto, had been appointed president of the Privy Council, though at the time he had not a seat in either branch of Parliament. The Upper Chamber was then an elective body, and an election was due in the Rideau Division embracing Ottawa, Carleton, and Renfrew. Already three candidates were in the field, Mr. Edward Griffin of Ottawa, Mr. Edward Malloch, who had been member for the County of Carleton, and Mr. Moffatt, of Pembroke. Van Koughnet was a friend of the writer's, and it occurred to him that it would be

a good stroke of policy to elect the newly appointed Minister in the Rideau Division. With that object in view and without any previous consultation with the electors, he visited Toronto and pressed Mr. Van Koughnet to become a candidate. As he was an entire stranger in the Division he naturally hesitated at first, but finally agreed to come to Ottawa and address a meeting. He readily made friends and was taken up by such influential men as W. F. Powell, who then represented Carleton, the Hon. James Skead, and other prominent citizens. The result was that on nomination day the three local candidates retired and Mr. Van Koughnet was elected by acclamation. In 1857 there was a general election, and among the candidates defeated at the polls was the Hon. William Cayley, who held the important office of Inspector General. The County of Huron was his constituency but he had been defeated there by a local man. The Queen's decision selecting Ottawa as the Capital of Canada had then been announced and Sir John Macdonald appealed to the writer (who was Member for the City) to find Cayley a seat in the East adding that it would strengthen Ottawa's position. Accordingly the writer visited Renfrew where Mr. McDougall had been recently elected, and urged on him to retire in favor of Cayley. He naturally was surprised at the unexpected request; but finally yielded on condition that his leading supporters approved. The writer then interviewed several influential electors in different parts of the County. The result was Mr. McDougall's resignation and Cayley's election by acclamation. Ottawa had now two friends in the Privy Council who were bound in honour to stand by the Queen's choice. Though the address to Her Majesty, which had been drafted by the writer and adopted by the City Council, had captured the Queen's judgment, the disappointment both in the East and West was so general that the newly elected House refused to accept Her Majesty's decision, and after many days' debate a bald resolution was adopted declaring, "That in the opinion of the House, Ottawa ought not to be the Seat of Government of this Province;" Yeas, 64, Nays, 50.

The Government at once resigned, and a new administration, hostile to Ottawa, was formed. Later on, a direct vote of

want of confidence in the recently appointed cabinet was carried, and as His Excellency refused to grant the ministers a dissolution, they had no alternative but to send in their resignations.

During these exciting days, the writer's feelings were much relieved by an interview with Sir Edmund Head, then Governor General, who allowed the writer to discuss the crisis freely with him. The inference drawn from the conversation was that the new cabinet were not entitled to a dissolution under the then existing circumstances.

The former ministry, with some changes, was recalled and finished the legislation of the session. The changes in the personnel of the Cabinet were not unfavorable to the interests of Ottawa; Galt taking Cayley's position as Inspector General, and George Sherwood, who represented Brockville, accepting office, so Ottawa had still two representatives in the Government, locally interested in sustaining Her Majesty's selection of the Capital.

Before the next session, 1859, Mr. W. F. Powell and the writer, (Member for the City) pressed the Cabinet to insert a paragraph in the Speech from the Throne, expressing their decision to stand by the Queen's choice, assuring the Premier that the policy would be sustained. Ministers having been once defeated on the subject were naturally unwilling to risk their position again, as defeat meant resignation and a dissolution. Our friends in the Cabinet must have taken a stand and insisted on loyalty to Ottawa, as, when the decision was announced that the Government would stand by the Queen's choice, Sicotte resigned from the Cabinet, giving as his reason, the decision of his colleagues to adhere to the selection of Ottawa as the Capital; clearly establishing that a crisis had been imminent, and that the Ottawa friends had saved the situation.

The House met on the 29th January, 1859, and in order to win over local support in the Quebec district, the paragraph in the Speech from the Throne, while affirming the decision to adhere to Her Majesty's selection of the Capital, added that: "it will be our duty to carry out the understanding by which the Government will be transferred to Quebec until the neces-

sary arrangements shall have been completed at Ottawa." To that paragraph, Mr. Sicotte moved, seconded by Mr. Langevin, the following amendment: "That it is the right of the majority to have their views and opinions prevail in the administration of the affairs of the country, and that in declaring that Ottawa ought not to be the seat of Government, the House was within its rights."

In his address, Sicotte argued that "Ottawa was a bad choice," and that "it was near the confines of civilization," that if the B.N.A. Provinces were united "Ottawa could not certainly be the seat of Government."

The debate continued day after day, till the 10th of February, and caused much excitement in the country and in the press. As an illustration of the feeling in many constituencies, Vercheres (which was represented by Cartier, the Lower Canada leader) may be cited. A resolution was adopted there setting forth that their member: "would most basely and shamefully sacrifice the interests of his constituents if he did not strive during the present session, to make Montreal the seat of Government."

The following extract from a speech of the Hon. Mr. Merritt, who represented a constituency in the Niagara district, shows how far astray were the prophetic views of many members: "Would any one venture to affirm that if a federal union were carried into effect, Ottawa would be the proper place for the seat of Government; did any one in his senses believe it?"

The writer quotes the extract as illustrating the strong prejudice then existing against Ottawa. The House having divided on Sicotte's amendment, the yeas were 59 and the nays 64.

As on the vote the Government was sustained by only five majority, it is plain the struggle was a close one. Had only three of the nays voted with the yeas, the Government would have been defeated, a dissolution would have followed, and Montreal would probably now be the seat of Government, and thus ended the long protracted rivalry that had existed for so many years between Canadian cities for the honour of being the Capital of a growing nation. It should be a cause for gratification by the citizens of Ottawa to feel that the bitter

prejudices which so universally prevailed against its selection have now been forgotten, and that public opinion throughout the Dominion now recognize that the choice was a wise one. That feeling should prompt its citizens to make the Capital a model city, noted for its beautiful parks, squares, and play grounds, with healthy homes for the poor as well as the rich; thus inspiring all its citizens to feel a just pride in their citizenship, each one doing his or her share to win for their city the admiration of the many visitors who will in future years be attracted to the capital of the Dominion.



Normal School.

It is a gratifying reminiscence that during the writer's term of office in the Ontario Cabinet a Normal School was established in Ottawa.

Private Acts.

Among the many Acts of Incorporation which the writer took charge of for his constituents the following may be noted:

The incorporation of the temporal committee of St. Andrew's Church in connection with the Church of Scotland and the vesting of certain property (the Glebe Lot), in Edward McGillivray, Chas. S. McNutt, George E. Elliott, Thos. Patterson, Jas. Baine, Archibald C. Mowbray and H. F. Bronson. The proposal had not the approval of the Reverend Mr. Spence, the Incumbent; but the result justified the action of the majority of the congregation.

The Ottawa Unity Benefit Society.

Several Acts relating to Catholic Corporations.

The Acts incorporating:—

The St. Andrew's Society.

The Church of England Ladies' School.

The Beechwood Cemetery Company.

First Atlantic Cable.

In preparing this paper the intention was to confine the subjects to those only that had a bearing on the material advancement of Ottawa, or were likely to be of personal interest to its citizens. There was, however, one general Act passed in the year 1874, in the enacting of which the writer took a prominent part, and which five years later he saved from being repealed in a manner unique in the history of legislation, the record of which ought to be preserved, and may prove interesting reading especially at the present time, when public attention is being called to the importance of a state owned Atlantic cable.

Up till the year 1874 the Anglo-American Cable Co. enjoyed a practical monopoly of telegraphic communication between Europe and the Continent of America. In that year the McKenzie administration decided that the time had arrived for competition. An Act was therefore introduced, permitting Cable Companies to be chartered by the Governor in Council, and providing rules to be observed on the landing of cables on the shores of Canada.

As the Government had a large following in the Commons no opposition was offered to the measure in that Chamber. The writer had charge of the Bill in the Senate where the Liberals were in a minority. The passage of the Bill in the Upper Chamber was bitterly contested, and as private interests were affected it was sent to a special committee. Among those who appeared before that body was Cyrus Field, one of the pioneers in the cable enterprise. He pleaded earnestly for a continuance of the Company's exclusive privileges. He described the many costly failures and reverses his associates and himself had met with before the final triumph, adding with tears in his eyes that on one occasion he had to pledge the contents of his family picture gallery to raise funds at a time when all confidence in the venture was gone. Notwithstanding the opposition, the Bill was carried by a majority of seven.

A change of Government took place in 1878, and in the following session (1879) a Bill was introduced in the Commons repealing the Act. An active and influential lobby was behind the measure, headed by a member of the British Aristocracy who was staying at Government House. Any opposition to it seemed hopeless, and it went through the Commons and passed its three readings in the Senate without any division. On the final motion put by the Speaker, which is usually regarded as a mere form: "That the Bill do now pass and the title be as in "the motion paper," Senator Miller in a chaffing manner got up and said, "Has not my hon. friend (Mr. Scott) one parting word to say?" When thus appealed to, the writer immediately rose and challenged the propriety of restoring to the Anglo-American Company a monopoly of the cable service, urging many reasons against the passage of the Bill, pointing out that after the Direct Cable Company had been organized in conformity with the Act of 1874, the Anglo was financially so powerful that it readily captured the stock of its competitor, and that one effect of the passage of the Bill would be to boom the stock on the London and New York markets. After debate the yeas and nays were taken down: yeas 30, nays 32. The noble Lord who had been so active in the lobby was below the bar, and so confident of success that the cable message to the London Board was on the eve of transmission, when the final count showed that the Bill had been defeated. The result was a surprise and disappointment to the many friends of the Company, and also to the Government. The then Leader in the Senate, Sir Alexander Campbell, made a personal request to the writer to withdraw his motion or agree to its cancellation; but though earnestly pressed to do so, the writer stood firm against all appeals. Then precedents in parliamentary practice were looked up, in the hope of finding a way to rescind the vote, but all efforts to cancel the decision failed. The Act of 1874 is still on the Statute Book.

On his retirement from official life, the writer had the gratification of receiving from His Excellency the Governor General a despatch from the Colonial Office containing the following extract:

Downing Street, 10th November, 1908.

I take this opportunity of requesting that you will convey to Mr. Scott an expression of His Majesty's appreciation of his long and valuable services to the Government of the Dominion and to the Empire.

I have the honor to be,

My Lord,

Your Lordship's most obedient servant,

(Signed) CREWE.

Governor General, His Excellency

The Right Honorable Earl Grey, G.C.M.G., G.C.V.O.



